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**In Singapore the two RT 80-28 tugs constructed at the ASL yard for URAG and original named ACCURAT and EXACT are renamed in RT TANGO and RT SAMBA as can be seen above – Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **UNI-PROMOTE** seen inbound at the Jong fairway enroute the Pasir Panjang terminal

Photo : Piet Sinke (c)

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## China, Asia-Pacific region beckon Voyager of the Seas

One of the world's largest cruise ships is set to make a big splash in the world's largest market. **Voyager of the Seas**, the globe's most innovative cruise ship when it was launched in Nov. 1999 that spawned the large cruise ship building boom in the 2000s, is presently in the midst of a series of Mediterranean cruises.

In June 2012, however, the 3,114-passenger vessel will arrive in Shanghai to offer four-to-10-night itineraries to a huge new market. In addition, while the ship's iconic rock-climbing wall and onboard ice-skating rink will remain — Voyager was the first vessel to introduce such amenities at sea — look for Royal Caribbean to customize shipboard products and services for the new market, including more Chinese language services, authentic Chinese food and culturally appropriate recreational activities and duty-free items. The move, according to company officials, is designed

to offer not only exciting new cruise experiences to Chinese vacationers but to also attract cruise guests from around the world to visit China and Asia.



The **VOYAGER OF THE SEAS** seen in the port of Civitavecchia, 19 May 2010 - **Photo : Ronald de Bloeme (c)**

Spanning 14 passenger decks and some 1,557 staterooms, the 137,276-ton vessel will sail to Shanghai from Europe and offer a variety of port calls in China, Japan and Korea until August, including Fukuoka and Kobe in Japan, and Busan and Jeju in Korea.

The ship will introduce several unique concepts never before seen at sea in Asia, among them: The Royal Promenade, an indoor “main street” stretching nearly the full length of the middle of the ship, lined with places to eat, drink, shop and be entertained; “Studio B” Ice Rink, an ice skating rink for guests that doubles as a cozy, 700-seat venue for ice show productions with world-class figure skaters; 11 dining venues include specialty restaurant “Portofino” for classic Italian fine dining, ‘50s inspired American diner Johnny Rockets, plus Voyager’s most stunning eatery — its grand, three-story, 1,919-seat main dining room.

Sports facilities onboard include an inline skating track, the signature rock-climbing wall, a nine-hole miniature golf course, a golf simulator, a sports court, three swimming pools and six whirlpools. Passengers in the new market will also enjoy the cruise line’s signature Viking Crown Lounge, the Schooner Bar, Casino Royale, a 1,400-square meter Voyager Day Spa & Fitness Center. In the evenings, look for Royal Caribbean Productions’ award-winning Broadway-style musical revues.

Younger guests, meanwhile, will be entertained and enlightened in the cruise line’s award-winning Adventure Ocean and teen programs, with scheduled activities led by college-graduate counselors beginning from 9 to 2 a.m.

The ship will depart Singapore for Sydney, Australia, in late October 2012 for a series of Down Under voyages before returning to Singapore and the Asian market in March, 2013. On the web: [www.royalcaribbean.com](http://www.royalcaribbean.com)

Source : [pontevedrarecorder.com](http://pontevedrarecorder.com)

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Above seen the transport of the **Ensco 7500** off Cape Town under tow of Svitzer-COESS tugs **De Zhou** and **De Hong** from Spore to Brazil - Photo : Svitzer-COESS (c)



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## Dry bulk market finally takes a breather

The dry bulk market at last caught a break mid-week after a constant fall which saw the industry's benchmark, the BDI (Baltic Dry Index) falling to more than a three-month low. Yesterday, the index posted its second straight rise, ending at 1,268 points, up by 0.63% on the back of firming up signs in the capesize market. The Capesize Index was up by 1.80% to 1,807 points, while the Panamax markets remained subdued to 1,475 points, down by 0.41% on the day.

Commenting on the Panamax market, shipbroker Fearnley's stated that "summer silence continue with limited cargo flow and softening levels. Atlantic somewhat, especially north, is firmer than pacific. Levels hovering arnd 14k. Some cargoes even stay unfixed due to owners not accepting charterers ideas. Limited period activity and owners like to hold back doing short employment and wait for better levels. In the pacific rounds being closed just above 8000,- and more and more vessels ballast dir ecsa. Backhaul's now at weak 3600/3700 and hopefully it find some resistance now preventing further drop. Expectation's for next 1-2 weeks is still slow activity but if rates move up or down reamins to be seen" the report said. On the Capesize front, it mentioned that "after a quiet week and with rates dropping day by day, we finally see more activity. at the time of writing Rio Tinto taken ships in the range usd 7,85 to usd 8 pmt for west australia / china and there is clearly more support in the pacific. The other majors have been active elyer this week, but are now absent. for the front haul marked, charters have been aiming usd 19 - 19,10 rng through the week, with owners at mid 19s and encouragement to do slightly less. In spite of a couple of fixtures, activity has remained week. The same goes for TARV activity, where there is few cargoes. Short period is more or less non existing after the hype last week" the shipbroker said.

In a separate report, shipbroker Shiptrade Services said on the supramax market that it was a week with mixed feelings at both basins. "In the Atlantic region, the Continent/Mediterranean market was quiet with supras' reported fixed around USD 4.000 per day for cargoes to USG, while scrap stems ex Continent to Mediterranean sea were done at USD mid teens. Rates for Transatlantic round remained around USD 14-15.000 per day. Fixtures for trips to Far East reported USD high teens - 20.000per day, for GOA traders ex Mediterranean. On the ECSA/F.East market fixtures reported at levels around USD 20.000 – low twenties per day basis W.Africa delivery. In the pacific market increased, with Indonesia being the driving force. Rates for Pacific round held at levels USD 9.000-10.000per day, while trips ex Nopac were performed around USD 10.000 per day basis N.China delivery (M/V **Cos Orchid** 55.539/06')" said Shiptrade in its report.

On the Handysize segment, the general trend was also downward. "Rates drifted further down. "In the Atlantic region the Continent/Mediterranean/Black Sea remains flat, with not many cargoes moving eventhough we could see some coal stems to Mediterranean Sea and some grain cargoes from the Black sea. On the ECSA market grain are still available but sugar parcels are scarce. In the Pacific there was still a constant flow of coal to China, clinker to destination Bangladesh is always there, and a few steel parcels" said the report. Meanwhile, attention should be brought on the impact of Typhoon Muifa which is likely to hit Eastern China. In a notice issued yesterday from Commodore Research & Consultancy, it mentioned that "Typhoon Muifa has continued to gain strength and remains likely to make landfall near Shanghai. As of now, the typhoon is expected to make landfall south of Shanghai, near the ports of Zhoushan and Taizhou, late Saturday night. If Typhoon Muifa ends up making landfall close to a port, port damage could occur. Coastal trade is also very likely to be affected at several ports including Wenzhou, Taizhou, Zhoushan, and Shanghai. We will continue to monitor the storm very closely and will be publishing additional updates" said Commodore. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



'**Seacor Cougar**' seen moored in Baku Azerbaijan - **Photo : Freerk Eggens** ©

## **NATO Crew Failed to Aid Migrant Ship, Survivors Say**

Italy demanded on Friday that NATO investigate reports that an alliance warship failed to come to the aid of a boat full of migrants fleeing violence in Libya. Medical workers in Lampedusa, Italy, on Friday treated migrants whose boat was rescued by the Italian Coast Guard. Survivors from the boat, who were brought to the Italian island of Lampedusa on Thursday, reported that dozens of migrants had died from dehydration and lack of food during the crossing, which they said took almost a week. The reports that a NATO warship ignored distress calls from the boat came from the Italian news media, which cited unnamed sources. The boat was rescued by three Italian Coast Guard vessels and a helicopter. It was about 55 miles off Lampedusa when it was found with 370 people on board. Italian news organizations said the migrants reported that at least 30 other passengers, most of them women, had died during the

crossing and had been thrown overboard. Flavio Di Giacomo, a spokesman in Italy for the International Organization for Migration, said the migrants had told him the same story, although some said the number of people who died was much higher. No bodies had been found, the Italian Coast Guard said. NATO said in a statement that its maritime command was informed by the Italian authorities of a "distress call of a ship" on Thursday and that the authorities subsequently said they had sent rescuers.

The statement said that "facts of the incident are still emerging." NATO, it said, has a "longstanding commitment to render assistance in emergency situations at sea." The migration organization responded to the reports by saying that any boat leaving Libya should be considered a vessel in need of assistance. "In the light of the number of migrants currently leaving Libya, we need to reinforce the search and rescue procedures at sea," Mr. Di Giacomo said. "We need to work all together." **Source : New York Times**



The advertisement is a rectangular banner. On the left, there's a photo of yellow wire rope pulleys. In the center, a blue square contains a white anchor and a white figure of a person, with the text 'DNV 2.7-1' below it. On the right, a photo shows a large ship's deck with various equipment. Below these images, a dark blue bar contains the text 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' in white, followed by 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. At the bottom, a white bar contains 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' in black, and a small blue logo with 'VRD' on the right.

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The **KIRANA DWITYA** seen anchored off Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## **Panama Canal to offer better outlook for tanker markets as well**

With current crude tanker period market activity remaining limited and the VLCC and Suezmax sport markets close to multi year lows, it's no wonder that many tanker owners are already looking to the future and possible parameters that



will help the tanker market regain its footing. One such determining factor could very well be the expansion of the Panama Canal, due late 2014, which, as already has been debated will have a significant impact on world trade, particularly for the dry bulk and liner trades, according to researches. Shipbroker Gibson takes a look to the impact on the tanker market, suggesting that at first glance, things look promising, with Aframax tankers appearing to be the largest size of vessel able to transit the canal while fully laden. "Suezmax tankers also in theory have the physical characteristics that would allow transit part laden. Rising Latin American demand is already resulting in increasing quantities of products moving from the US, whilst Chinese imports of crude from the Americas are also rising. The expansion could further aid this flow of trade, with products moving from the US Gulf to the Pacific South American Coast, crude from Brazil and Venezuela to the US west coast and more importantly to Asia" said Gibson in a relative report.

However, it noted that "a host of obstacles suggest that the \$5.25bn expansion may not offer any profound benefits to the global tanker market. Despite the expansion possibly offering the tanker market an opportunity for more efficient trade, owners will be faced with the cost of the expansion through continuous increases in transit tolls. In the current market, such increases could in fact be a detriment to the canal if transit fees are too high. In addition there is also a question of preference. Although the canal would allow the transportation of crude oil from Venezuela, at present US west coast refiners preference appears to be for lighter, low-sulphur Russian Crude Oil from Kozmino rather than the heavier Venezuelan crude. A further obstacle is port infrastructure. Current US west coast terminal restrictions, with the exception of Los Angeles, appear not to be keeping up with canal investment, discouraging the use of larger tankers. This failure to accommodate larger tankers ultimately reduces the benefits of the expansion to the tanker market. On the other hand, the expansion is likely to have limited impact on long haul trade as fully laden Suezmax vessels will be required to offload part cargo before transiting the canal adding to the cost. This would again emphasise the economic value of maintaining the presence of VLCC cargoes in the Atlantic trade, particularly in light of rising Chinese imports from Latin America (e.g. Venezuela). Despite offering a number of opportunities, the related obstacles faced by the expansion of the Panama Canal fail to indicate any profound benefit or detriment on the current tanker market. While other shipping sectors have introduced 'Post Panamax' designs to capitalise on the canal improvements, there appears to be no significant benefits to imply any changes to the present trading patterns" concluded Gibson in its analysis.

Meanwhile, in its press release detailing its first half results, Crude Carriers mentioned that the VLCC and Suezmax spot markets remained close to multi year lows, as increased demand for crude oil imports in the East was offset by oversupply of tonnage, higher bunker prices and weak US crude oil imports in the first half of 2011. "During the second quarter 2011, the TD3 (Middle East - Japan) and the TD5 (West Africa - US East Coast) indices average TCE earnings were \$9,400 and \$9,646 per day, respectively, compared to \$13,499 and \$12,173 per day, respectively, earned by the Company's VLCC and Suezmax fleets. Activity in the crude tanker period market remains limited due to the poor performance of the spot market. On a positive note, orderbook slippage remains at high levels, as approximately 35% of the expected VLCC and Suezmax newbuildings have not been delivered in the first half of 2011" said the listed company. In an earlier report this week, Bloomberg had said that demolitions of supertankers, which carry about 20 percent of the world's oil, are slowing as ship owners accept unprofitable rates rather than write off assets, creating the industry's biggest glut in 29 years. "Scrapping vessels, each the size of the Chrysler Building, will drop 19 percent to 2.8 million deadweight tons of carrying capacity this year, according to London-based Clarkson Plc, the world's largest shipbroker. The fleet will expand 7.5 percent to 176.7 million deadweight tons, the most since 1982, as demand for seaborne crude advances 2.8 percent, the broker estimates. Owners are effectively paying clients \$1,037 a day to charter vessels on the industry's benchmark route in the single- voyage market, the first negative rate since at least 2008" said the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**





The 1976 built **OCEAN TEAM** seen passing Terneuzen enroute from Bilbao to Antwerp, this 81 mtr long heavy load vessel is built as the **HAPPY RUNNER** at the Arnhemse Scheepsbouw Maatschappij B.V., Arnhem-The Netherlands and is powered by 2 Stork Werkspoor diesels, 4 stroke 9 cylinder which are driving each 1 propeller 2.500 bhp. For a top speed of 12 knots - Photo : Marcel, Paul & Philip van Luik - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©

#### History of the OCEAN TEAM

- 1976-1981 **HAPPY RUNNER**, Comp. Sequioia Lloyd, Panama-R.P. (Mammoet Shipping)
- 1981-1982 **HAPPY RUNNER**, Mammoet Shipping B.V., Amsterdam-Netherlands
- 17 April 1982 in New Orleans-USA during loading capsized and sank.
- 18 September 1982 raised and on 20 August 1983 arrived at Mobile-USA for repairs.
- 1983-1990 **DOCK EXPRESS TEXAS**, E.D.S. Service, New York-USA.
- 1990-2002 **STRONG TEXAN**, Sealift Service Inc., New York-USA.
- 2002-2005 **PERGE**, Mc.Gill Shipping, Isantanbul-Turkije. (vlag St. Vincent & The Grenadines)
- 2005-2009 **LILLEBORG**, Konvoy Maritime Ltd, Kingstown-St. Vincent & The Grenadines
- 2009-heden **OCEAN TEAM**, Team Ship Project APS, Aarhus-Denmark (vlag St. Vincent & The Grenadines)



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**Union Sapphire** performing anchorhandling for the HLV **Rambiz** at the Thorntonbank windfarm in the North Sea.

Photo : Capt. Erwin Maes (c)

## NAVY NEWS

### Navy off the hook for ship sinking

The Canadian Naval Memorial Trust was not negligent in its actions the night a decommissioned navy ship struck the *Larinda* and sank the tall ship during hurricane Juan, a Nova Scotia Supreme Court judge has ruled.

Wolverine Motor Works Shipyard LLC claimed the trust was negligent and entirely responsible for the corvette's lines breaking during the storm, causing the steel-hulled **HMCS Sackville** to swing around and punch a hole in the side of the *Larinda*. The vessel sank into a bed of silt, debris and raw sewage and remained on the ocean floor for two weeks until it was refloated and eventually sold for salvage. The company sued for the *Larinda*'s loss and the cost of salvaging the ship. Justice Glen McDougall dismissed that claim in a decision released Thursday afternoon. "Hurricane Juan was a storm of unforeseen intensity, and I am satisfied that **Sackville's** keepers could not have anticipated the severity of the combined forces of wind, tide, surge and waves that the ship was exposed to," McDougall wrote in his 27-page decision. Wolverine Motor Works Shipyard also alleged in its suit, filed in 2004, that the trust made the *Larinda* "a sitting duck" because it didn't move the *Sackville* to the naval dockyard before the hurricane.

"It's not clear why the *Sackville* should be expected to leave her berth because the *Larinda* had berthed alongside," McDougall said. The trust's key witness at an eight-day Nova Scotia Supreme Court trial in 2010 was retired commander Wendell Brown, maintenance officer for the trust and former executive officer of the destroyer **HMCS Saskatchewan**. He testified that the **Sackville** was secured with eight lines for the weather that was expected. Those eight lines included three hurricane hawsers — steel-wire ropes designed for a vessel twice as heavy as **Sackville**. The *Larinda* was secured by two lines to the wharf just ahead of the **Sackville** and two lines to the **Sackville** itself. Brown checked the lines securing the **Sackville** throughout Sept. 29, 2003, and into the next morning, both before and during the hurricane. He testified that he saw the *Sackville*'s bow move away from the jetty

as the winds quickly dropped at about 1 a.m. on Sept. 30. It is believed that is when the lines broke and the bow hit Larinda's port quarter. The judge found that the trust monitored the lines appropriately before and throughout the storm. A London Offshore Consultants Ltd. report found the lines did not chafe but failed because of a sudden change in wind strength and direction at the eye of the storm that would have caused "shock loading on the mooring lines." The report concluded stronger than expected winds and waves caused "progressive failures in situations where preparations could not be improved upon."

McDougall said master mariner and marine consultant John Simpson testified the lines broke "because of the tension caused by the extreme wind and surge" and that the moorings were adequate for the anticipated storm. The Larinda was built and owned by Capt. Larry Mahan and his wife, Marlene, of Massachusetts. They bought a replacement ship with the US\$250,000 they received in insurance, but Larry Mahan never got over the loss of his labour of love and committed suicide in 2005. Wolverine Motor Works Shipyard said the ship was worth US\$815,000 but provided no basis for that figure. McDougall accepted that the Larinda was actually worth US\$250,000, the amount for which it was insured. It cost \$110,000 to refloat the vessel. Queensland resident Arthur Scott bought the ship for \$28,888.88 and restored it. Scott had hoped to sail it in the Parade of Sail in Halifax in 2009 and at the Mahone Bay Pirate Festival and Regatta last weekend, but the ship had to back out in both cases because of mechanical problems. Although the ship is again sailing, McDougall said "this is likely cold comfort for Capt. Mahan's widow and family." "But this case cannot be decided out of sympathy." Instead, it must be decided based on the case facts and their application to the law, the judge said. **Source : Halifax Chronicle Herald**



Above the 65 mtr long Russian Coastguard patrol vessel "**PS-823**" seen leaving Murmansk, the patrol vessel is the class leader of the **Project 6457S (SPRUT) type** and built at the Kaliningrad, Pribaltiyskiy Shipyard «Yantar» and commissioned 27-05-2009 into the Coast / Border Guard fleet, a second unit of this class is under construction at the same yard under number yard number 512 **Photo : Capt. Christian Schmidt - Afrishore Mosselbay (c)**

### TECHNICAL DETAILS Project 6457S

**D:** 800 tons (fl) **S:** 21.5 kts **Dim:** 65.90 × 10.60 × 3.20

**A:** 2 single 7.62-mm mg **Electronics:** Radar: 2 . . . nav.

**M:** 1 MTU 16V1163 TB37L diesel, electric drive; 1 prop; 6,974 bhp—1 1,073-shp electric motor for cruising

**Range:** 6,500/12 **Endurance:** 30 days **Crew:** 14 tot.

## Royal Navy's COUGAR 11 DEPLOYMENT RETURNS

Three Royal Navy ships return home this weekend bringing to a close an eventful and complex operational deployment to the Mediterranean and Middle East. The Task Force Flagship, **HMS Albion**, and her escorting Frigate, **HMS Sutherland**, both arrive back in their homeport of Plymouth on Mon 8 Aug. **RFA Cardigan Bay** and her embarked military force from 539 Assault Squadron Royal Marines, arrives in Marchwood Military Port on Fri 5 Aug.



**Cougar 11** was the first deployment of the **Response Force Task Group (RFTG)** – the UK's maritime quick reaction force – and successfully demonstrated the RN's ability to respond at short notice to unforeseen events that may occur in an uncertain and ever-changing world.

### Major achievements of Cougar 11 include:

- Demonstrating the UK's ability to contribute to current operations whilst preparing for contingent operations, in a Task Group spread across several oceans; and to achieve both in addition to the defence main effort in Afghanistan.
- Supporting NATO operations to protect civilians in Libya, including commanding the first maritime strike missions by Apache attack helicopters launched from the sea against military targets ashore.



- Reinforced the UK's commitment to, and strengthened the UK's relationship with, our partner countries in the Middle East through exercises with Saudi Arabia, Oman and the United Arab Emirates.
- Reinvigorated the UK's amphibious capabilities after ten years focus on land operations through exercises with the Lead Commando Group (40 Commando Royal Marines) whilst the remainder of 3 Commando Brigade are currently in Afghanistan.
- Conducted the historic first ever military exercise between the Royal Navy and Albanian armed forces since Albania joined NATO in 2009.



Despite the end of the **Cougar 11** deployment, other elements of the RFTG remain at sea in support of current operations: Helicopter carrier **HMS Ocean** continues to support NATO maritime operations off Libya, where she is acting as a huge floating airfield for Apache attack helicopter operations; **HMS Liverpool** is enforcing the blockade in support of sanctions against the Gaddafi regime; and stores ship **RFA Fort Rosalie** continues to support Royal Navy operations in the Mediterranean.

**Commodore John Kingwell**, Commander UK Task Group said: "At every stage of Cougar 11 the Response Force Task Group has provided the Government with a range of options in a period of uncertainty on the world stage, demonstrating once again the value and utility of the Royal Navy". "The Task Group continues to make a major contribution to the Libyan campaign in the Mediterranean and has strengthened the UK's relationships in the Middle East. To do both simultaneously – and in addition to the Main Effort in Afghanistan - is a testament to the versatility of the Royal Navy and the sheer hard work of those involved".



Against the back drop of the 'Arab Spring', both assault ship **HMS Albion** and Type 23 frigate **HMS Sutherland** sailed from Devonport in early April three weeks ahead of schedule. They were later joined in the Mediterranean by further elements of the Task Group, which at its height consisted of eleven ships, more than a dozen helicopters and over 3,000 sailors and Royal Marines.

At the beginning of June, the Task Group split with one group led by **HMS Albion** passing through the Suez

Canal to conduct strategic engagements with our allies and partners in the Middle East. The second group, led by **HMS Ocean**, remained in the Mediterranean and continues to act in support of ongoing NATO operations off Libya.

**Captain James Morley** Royal Navy, Commanding Officer of **HMS Albion**, said: "The **Cougar 11 deployment** has ended successfully but **HMS Albion** remains at very high readiness throughout the summer and into the autumn, on call to respond to the demands of an interconnected and unpredictable world".

"The importance of the work undertaken by **HMS Albion** and the Task Group in the Middle East during Cougar 11 cannot be underestimated. The region contains some of the world's busiest and most important shipping routes, linking Europe and North America with China and the Far East. Security and stability here is absolutely critical to the prosperity and wellbeing of the UK."

Commander **Roger Readwin**, Commanding Officer of **HMS Sutherland**, explains the role his ship played during the deployment, "In the course of Cougar 11, **HMS Sutherland** was twice diverted to the North African coast, first to protect **HMS Albion** and **HMS Ocean** whilst off Libya and later to help enforce the maritime blockade against the Gaddafi regime. In doing so we have demonstrated why the frigate is the backbone of the Royal Navy – fast, agile and capable of a range of missions. However, my biggest asset by far is the Ship's Company, many of whom have seen action for the first time. They are a credit to their ship and to the Royal Navy".

Lieutenant Colonel Paul Lynch MC Royal Marines directed the planning of the amphibious exercises in the Mediterranean. He explains the value of amphibious capabilities: "**Cougar 11** reinforced a unique national capability, reinvigorating the specialist knowledge and skills of amphibious warfare within the Royal Marines, thereby providing a continued capability within 3 Commando Brigade to conduct complex amphibious operations. Notably, this was conducted at the same time as the Brigade's ongoing commitment to operations in Afghanistan." "The worldwide, balanced and expeditionary nature of our amphibious capability allows the Royal Navy and Royal Marines to deliver a landing force ashore at a time and place of our choosing and support them from the sea with little reliance on ports, airfields or host nation support." **Source : Commander UK Task Group**

## Pakistan Navy ship Alamgir visits Port Sultan Qaboos

The five-day (August 6-10) official visit of Pakistan Navy ship [Alamgir](#) to Port Sultan Qaboos began under the leadership of Captain Naveed Ashraf. Captain Naveed Ashraf TI (M) T Bt PN joined Pakistan Navy as cadet in 1986. After six months in the Naval Academy he was selected for training in Germany.

He completed his basic training from German Naval Academy in 1990. He specialised in Anti-Submarine Warfare from Pakistan as well as from France. He is a graduate of PN War College and has done US Navy Staff course from Rhode Island in 2003. During his illustrious career, the captain has held diversified appointments which include command of a gun boat, principal warfare officer (underwater) on a Type-21 frigate, command of a mine hunter and has commanded two Type-21 frigate prior to his appointment as first commanding officer of newly acquired [PNS Alamgir](#). He has been awarded Tamgha-e-Imtiaz (military) due to his meritorious service in Pakistan Navy as well as Tamgha-e-Basalat for act of bravery.



[PNS Alamgir](#) is named after the emperor Aurangzeb Alamgir who was the sixth Muslim ruler of Greater Mughal Empire. Aurangzeb Alamgir retained the throne for 50 years. [PNS Alamgir](#) is the third ship named as Alamgir. It was commissioned on August 31, 2010. The ship has a tonnage of 4,100 tonnes with an overall length of 138.1 m. Fitted with potent weapon, sensor system, this multi-mission ship is capable of carrying two ASW Origin Helicopters. Source : [Oman Observer](#)

## SHIPYARD NEWS

### New Samsø ferry takes shape in Hamburg

The new ferry for Hou <> Sælvig crossing, [M / F Samso](#) which will replace [M / F Kanhave](#) this year on the crossing, is now really beginning to take shape at the Sietas yard in Hamburg. SamsøFærgeren will take delivery of the new ferry September / October. Last week Samsø ferry director Peter Berndt and inspectors Valther Douwe-Hansen and Erik Bogh Pedersen visited the shipyard in Hamburg where the new ferry built, and they were extremely satisfied with the work performed. You can see pictures of the new ferry [HERE](#) Source : [Maritimedanmark.dk](#)

## Japan Promotes Shipyard Mergers on Chinese, Korean Competition

Japan, dethroned as the world's biggest shipbuilding nation over the past decade, is promoting mergers among local shipyards to help compete with China and South Korea. The Maritime Bureau, which oversees the industry, is surveying companies to help find potential combinations, Director-General Norifumi Idee said yesterday in an interview in Tokyo. He declined to name any possible tie-ups. "Japanese yards need to invest in research and development," he said. "By merging operations, it will be easier to do that."

Japanese yards need to grow in size and develop new technologies as they have lost market share to larger shipbuilders overseas, he said. China has become the world's biggest shipbuilding nation, a title previously held for decades by Japan, on the back of government investment and low wages. The stronger yen has also prompted merger talks among Japanese shipbuilders, as the currency makes their vessels more expensive. Most Japanese-made ships are sold in dollars. JFE Holdings Inc. (5411), Japan's second-largest steelmaker, and IHI Corp. (7013) are holding talks on combining their shipbuilding operations. The deal could be expanded to include other yards, Shinjiro Mishima, head of JFE's shipyard unit, said in March. Japanese shipyards are investing fuel-saving technologies to lure customers. Imabari Shipbuilding Co., the country's largest shipyard, for instance, has developed a hybrid fin that is attached behind a ship's propeller and helps channel the flow of water to the rudder. That cuts fuel use by as much as 6 percent. Japanese shipyards had a backlog of 71.3 million deadweight tons of orders as of May 1, compared with 143.4 million for South Korea and 184.7 million for China, according to shipbroker Clarkson Plc. Source: [Bloomberg](#)

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The **BALMORAL** seen in Brest – Photo : Jacques Carney (c)

## Tsakos Energy Navigation Announces Delivery and Immediate Charter of Suezmax Tanker Dimitris P

Tsakos Energy Navigation Ltd. yesterday announced the delivery of the 158,000 dwt, suezmax tanker Dimitris P, from the Sungdong yard in South Korea. On delivery, the vessel entered a twelve-year time charter with minimum and profit sharing provisions to a major Far Eastern entity. The contract is expected to generate minimum gross revenues of \$100 million over its duration. The **Dimitris P** is the sister vessel to the **Spyros K**, which was delivered in May 2011 with an eleven-year contract attached. This delivery concludes the Company's conventional suezmax newbuilding program, leaving two DP2 suezmax shuttle tankers under construction with expected delivery and commencement of fifteen-year employment in Q4 2012 and Q1 2013 respectively. The two new conventional suezmax vessels have been partially financed at competitive terms by a European bank with whom the Company has a strong and long term relationship.

The Company continues to fix forward, despite the market weakness, parts of its fleet on long term accretive contracts, ranging from eleven to fifteen years. As already announced, recent chartering activities include the conventional Suezmax tankers **Spyros K** (fixed for eleven years from May 2011) and **Dimitris P** (fixed for twelve years from August 2011) together with the two DP2 shuttle tankers (fixed for fifteen years from late 2012/early 2013) and the Company's LNG carrier Neo Energy (fixed for four years from 2012) are expected to expand the Company's future revenue stream generating minimum revenues over the duration of their respective charters in excess of \$830



million. As of today, the Company has 36 out of its 48 vessels under fixed employment with the secured contract coverage of 68% and 46% for the remaining available vessel days for 2011 and 2012 respectively.

Cash flow generation, security and value preservation, cost-effective management practices, strategic vessel sales, dividend sustainability and further growth in both conventional tankers and in higher margin sectors of the energy spectrum as in shuttle tankers and in LNG, all remain within the Company's overall strategy in order to navigate and grow beyond the constraints of the current market conditions. "We welcome the **Dimitris P** to our fleet and look forward to its contribution to the Company's bottom line for the years to come," stated Mr. Nikolas P. Tsakos, President & Chief Executive Officer of TEN. "The long term visible cash flow generation of Dimitris P as well as Spyros K will enable us to sail through the current market trough with more confidence and allow us to maintain our pre-stated policy of fleet growth and steady dividend payments to our shareholders." Finally, Mr. Tsakos concluded: "We would like to thank our long established charterers and our bankers that, by virtue of the length and level of the charter contracts and competitiveness of the loan terms showed faith both in the quality of the vessels and in the Company as a whole."

As previously announced, the Company will pay a dividend of \$0.15 per share on August 10th. Inclusive of this distribution, the Company has distributed in total \$8.925 per share in dividends to its shareholders since the Company was listed on the NYSE in March of 2002. The listing price was \$7.50 per share taking into account the 2-1 share split of November 14th, 2007. The Company has been paying regular cash dividends since its listing on the New York Stock Exchange in March 2002. To date, TEN's pro forma fleet consists of 50 double-hull vessels of 5.4 million dwt that includes two DP2 suezmax tankers currently under construction totalling 314,000 dwt. TEN's balanced fleet profile is reflected in 23 crude tankers ranging from VLCCs to aframaxs and 26 product carriers ranging from aframaxs to handysize and one LNG carrier. **Source: Tsakos Energy Navigation**



The **LYRA LEADER** seen approaching the Pasir Panjang terminal in Singapore – **Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Gudrun Jacket Installed

The steel support structure for the Gudrun platform is now in place on the North Sea field, completing the first phase of the extensive installation work being carried out there. The entire operation has been carried out according to plan and in a secure manner," reports Anders Opedal, senior vice president for projects in Statoil's Technology, Projects and Drilling business area.

"We've passed an important milestone for coming on stream at the right time and to budget. With the jacket solidly positioned on the seabed, we'll be able to start drilling in the fourth quarter as planned." Installation of the steel structure began on 24 July, and the job of attaching it to the seabed was completed on 2 August when the last of 12 60-metre piles was driven home. Saipem 7000, the world's second-largest crane vessel, has been used to carry out the installation work on Gudrun. Weighing some 7,000 tonnes all told, the traditional jacket comprises two main structures of almost 2,300 tonnes each, tied together by six horizontal frames and various bracings. Important contribution "Gudrun is the first of a number of new installations in an area of the Norwegian North Sea which is both highly interesting and mature," observes Ivar Aasheim, senior vice president for field development in the Development and Production Norway business area. "By exploiting existing infrastructure for processing and transport, we're ensuring

production from new fields. Gudrun will also make an important contribution to maintaining high production levels going forward.”

The next development milestone is the start of pre-drilling production wells on the field. These will be tied back to the platform for partial processing and oil and gas export. Final processing of Gudrun’s output will take place on Sleipner A, with the gas piped to the adjacent Sleipner T platform for carbon dioxide removal. In addition, electricity to operate the Gudrun installation once it comes on stream in two years’ time will be supplied from Sleipner A. Gudrun ranks as one of Statoil’s largest development projects on the Norwegian continental shelf, and contains some 127 million barrels of oil equivalent. **Source :** [Seadiscovery](#)



Above seen the [STANISLAV YUDIN](#) operating at the [Wintershall Wingate](#)

## Trans-Pacific Rates Drop, While Asia-Europe Rebounds

Spot rates on trans-Pacific trade fell for the second week in a row, while pricing on the Asia-Europe trades continued to improve, according to the Shanghai Containerized Freight Indices for the week ended Aug. 5.

The SCFI for Asia-Europe expanded for the second week in a row, growing 2.1 percent, while the index for the trade between Asia and the Mediterranean increased by 3.2 percent. By contrast, the index for the spot rate for shipments from Asia to the U.S. West Coast declined by 1.1 percent week-over-week, and to the U.S. East Coast by 0.4 percent.

The decline in the trans-Pacific indices reflects the decline in the Drewry benchmark for average spot rates for shipping an FEU unit from Hong Kong to Los Angeles, which dropped by 6.8 percent in the week ended Aug. 1 to their lowest point in 20 months. The continuing decline in trans-Pacific rates throw into question the ability of the 15 carrier members of the Trans-Pacific Stabilization Agreement to collect the peak season surcharges of \$400 per 40-foot equivalent container unit that they plan to implement as of Aug. 15. **Source:** [Journal of Commerce](#)



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## DryShips Announces Partial Spin Off of Ocean Rig UDW Inc.

DryShips Inc., a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced yesterday that its Board of Directors has approved the partial spin-off of its interest in the Company's majority-owned subsidiary Ocean Rig UDW Inc., of which DryShips currently owns approximately 78% of the issued and outstanding common stock. DryShips will distribute approximately 2,967,359 shares of common stock of Ocean Rig UDW Inc., which will reduce DryShips' ownership interest in Ocean Rig UDW by approximately 2%. The number of shares of common stock of Ocean Rig UDW to be distributed for each share of common stock of DryShips will be determined by dividing 2,967,359 by the aggregate number of issued and outstanding shares of common stock of DryShips on September 21, 2011, the record date for the distribution. As of August 4, 2011, DryShips had outstanding 399,151,783 common shares, which would have resulted in the distribution of 0.007434 shares of common stock of Ocean Rig UDW for every one (1) share of common stock of DryShips. Fractional shares of Ocean Rig UDW common stock will not be distributed to DryShips' shareholders. Instead, fractional shares of Ocean Rig UDW will be aggregated and sold in the open market, with the net proceeds distributed pro rata in the form of cash payments to DryShips' shareholders who would otherwise be entitled to receive a fractional share of Ocean Rig UDW common stock.

No action or payment is required by DryShips' shareholders to receive shares of Ocean Rig UDW common stock. An Information Statement containing details regarding the distribution of the Ocean Rig UDW common stock will be mailed to DryShips' shareholders prior to the distribution date. Investors are encouraged to consult with their financial advisers regarding the specific implications of buying or selling DryShips common stock on or after the ex-dividend date. The distribution of shares of Ocean Rig UDW common stock or cash in lieu thereof in the partial spin-off will be characterized as a taxable dividend for United States federal income tax purposes. The amount of the dividend for such tax purposes will be equal to the sum of (x) the fair market value of Ocean Rig UDW Shares received by a U.S. Holder; and (y) any cash payment in lieu of fractional shares paid to a U.S. Holder. You should treat the effective date of the partial spin-off as the date of the dividend. DryShips shareholders are urged to consult with their tax advisors with respect to the U.S. federal, state, local and foreign tax consequences of the partial spin-off.

Pursuant to the indenture governing the Company's \$700.0 million aggregate principal amount of 5% Convertible Senior Notes due December 1, 2014 (the "Convertible Senior Notes"), the distribution of shares of Ocean Rig UDW common stock will result in a downward adjustment of the conversion price at which each \$1,000 aggregate principal amount of Convertible Senior Notes may be converted into shares of common stock of the Company. The new conversion price will be effective as of the ex-dividend date of the distribution of shares of Ocean Rig UDW common



stock and will be provided to noteholders as soon as it can be determined under the provisions of the indenture. The distribution of shares of Ocean Rig UDW common stock does not provide noteholders the right to convert the Convertible Senior Notes. Ocean Rig UDW has applied to list its common stock on the Nasdaq Global Select Market. Ocean Rig UDW common stock is expected to begin trading on a "when-issued" basis on the Nasdaq Global Select Market beginning in mid September 2011. Ocean Rig UDW common stock is expected to begin "regular-way" trading in October 2011 under the symbol "ORIG". George Economou, Chairman and Chief Executive Officer of the Company commented: We are pleased to announce the partial spin off of Ocean Rig UDW to our shareholders. The investment decision that was taken in 2007 to diversify into the ultra deepwater drilling sector is set to be a profitable venture that we believe will deliver substantial value to DryShips shareholders. We believe that the intrinsic value of Ocean Rig is substantially higher than what has been used to determine the number of shares that will be distributed, thereby implying a much higher dollar value to the shareholders than the \$50 million headline number. This dividend is the first step in delivering value to our shareholders from the Ocean Rig investment and we are considering further alternatives including regular dividends and stock buybacks. **Source: DryShips Inc.**



The **FEED STAVANGER** seen outbound from Rotterdam – **Photo : Frits Janse (c)**

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## **US\$1 billion LNG terminal planned in India**

IHS Fairplay reports that Petronet LNG has unveiled plans to build a US\$1 billion terminal on India's East Coast. The facility would have initial capacity of 5 million tonnes per year, with regasification capacity of 25 million tonnes/y by 2016, India's biggest LNG importer said.

AK Balyan, managing director and CEO, told reporters that the three favoured locations for the terminal are: Dhamra in Orissa or Kakinada and Gangavaram, both in Andhra Pradesh. IHS Fairplay said Petronet LNG now operates a terminal in Dahej in Gujarat. Its present capacity of 10 million t/y is being expanded to 15 million t/y. Also, construction work is under way in Kochi, where the group's LNG terminal with capacity of 5 million t/y is expected to be operating by the end of 2012. **Source : Dredging News Online**

## DRILL ONBOARD HAL'S MAASDAM



Onboard HAL's [MAASDAM](#) during the tour around New England the Crew conducted some drills. In Charlottetown (Prince Edward Island) on the St. Lawrence the safety-officer used the outside-pool to demonstrate turning of the Liferaft to the crew as can be seen at the photos. [Photo's : Frank Behlin \(c\)](#)





## GE Shipping Q1 net profit down 5%

Great Eastern Shipping (GE Shipping) reported a five per cent dip in its consolidated net profit at Rs 162 crore for the quarter ended June 30, over the same period in the last financial year. The firm had posted a net profit of Rs 171.8 crore in the first quarter of FY'11, GE Shipping said in a filing to the Bombay Stock Exchange. However, the revenue of the shipping firm increased to Rs 784 crore in Q1 FY'12, against Rs 727 crore in the year-ago period, it added. Explaining its capital expansion plans, GE Shipping said that at present it has committed a total capex of USD 55 million of which 33 million has been advanced to the yards as stage payment, resulting in addition of about 0.08 million DWT (Dead Weight Tonnage) to the tonnage. GE Shipping at present has a fleet of 35 ships of 2.61 million DWT. Talking about its future outlook the company said its revenue projections are put at around Rs 396 crore in the remaining part of the current financial year. **Source : Indian Express**



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## Largest ship in Port of Tyne brings coals to Newcastle

The largest cargo vessel ever to moor at the Port of Tyne has arrived in the river - bringing "coals to Newcastle". The 230 metre long **Alam Penting** has a cargo of 75,000 tonnes of coal, from New Orleans, destined for power stations in Yorkshire. The huge ship only managed to navigate the Tyne after a recent £5m dredging operation made the river deeper than it has ever been before.

The port said it expected similar-sized vessels to use the river in the future. Steven Harrison, Chief Operating Officer at the Port of Tyne, said: "Deepening the river is essential to enable us to compete against other European ports and continue to expand to accommodate large fully laden ships. "The industry trend is for large ships to carry larger cargos, this provides economies of scale for customers importing and exporting goods.

"The Port has made significant strategic investment in excess of £5m to deepen the river and to meet this demand." Once the coal is offloaded, some will immediately be sent out via rail freight trains to the Drax power station. The rest will be stored at the Port of Tyne. **Source : BBC**

## Dredging for warship transit under way in Maine

Dredging that the Navy says is needed to allow a \$1 billion warship to safely transit the Kennebec River is under way, allowing the Navy to keep to its timetable for setting sail and for commissioning the ship at a ceremony in Florida.

The U.S. Army Corps of Engineers began dredging this week after the state Board of Environmental Protection and a federal judge rejected efforts to stop the work. Critics said dredging at the height of summer could harm the endangered short-nosed sturgeon and other wildlife, and jeopardize the livelihoods of clammers.

The Navy and Bath Iron Works contended that sand and silt deposits in the river channel meant the **Spruance's** bulbous sonar housing could strike the river bottom as it travels 13 miles downriver from Bath to Popham on the Atlantic Ocean. The 510-foot-long ship is due to leave the shipyard in September for a commissioning ceremony on



Oct. 1 in Key West, Fla. Shipyard spokesman Jim DeMartini said the Navy took the lead on the project since it already has taken ownership of the [Spruance](#). But it's important for the shipyard and its 5,300 employees to know they can stick to the timetables.

"With fewer ships being built by the Navy and more intense competition taking place for those that are being built, BIW and its customers need to be certain we can safely navigate Bath-built ships down the Kennebec River as we have for over 125 years," DeMartini said Friday. Dredging is usually done in the winter, but the Army Corps sought emergency approval to remove 70,000 cubic yards of sand and silt - about 14 million gallons' worth - in the summer to ensure the Spruance is delivered to the Navy on schedule.

Steven Hinchman, an environmental lawyer who opposed the project, said the Army Corps shouldn't be dredging during what's the most biologically productive time of the year. He also said the amount of material that's being removed was far greater than what's necessary to ensure the ship's safe passage.

"Our claim all along has been this is excessive," Hinchman said Friday. "You can get the ship out safely without an excessive dredge." The Spruance's draft is about 29 feet, meaning it can safely travel to the ocean at high tide with a small buffer as long as the river's navigation channel is maintained at a minimum level of 27 feet deep at low tide.

Soundings in the river last winter indicated silt and sand had reduced the channel's low-tide depth to less than 20 feet just south of Bath Iron Works and less than 27 feet farther downstream toward Popham Beach, creating a "substantial risk of grounding," the Navy said.

Delaying the ship's commissioning would send ripples throughout the Navy, which is strained because of demands around the world and the fact that the Navy is 28 ships shy of its stated goal of having 313 ships in operation, Vice Adm. Richard Hunt, commander of naval surface forces, wrote in a court filing [Source : Herald Tribune](#)



Above seen the [MSC STELLA](#) leaving lock François 1er (Le Havre), outbound.

[Photo : Sébastien Fouéré ©](#)

## Hutchison docks 632pc profit rise on port spin off

Li Ka-shing controlled Hutchison Whampoa (0013) saw first-half net profit jump more than six-fold to a staggering HK\$46.3 billion, mainly on the back of port asset spin-offs. Li's flagship property firm Cheung Kong (Holdings) (0001) booked a profit hike of 169 percent on strong inputs by Hutchison during the same period.

Hutchison's net profit surge of 632 percent for the six months ended June 30, from HK\$6.32 billion a year ago, brought earnings per share of HK\$10.86. Core profit excluding one-time gains, from the sale of Hutchison Port Holdings, Singapore, and charges surged 44 percent to HK\$9.12 billion, beating forecasts, while revenue grew 26 percent to HK\$187.36 billion. An interim dividend of 55 HK cents was declared.

Earnings before interest and taxation for mobile phone division 3 Group swung to a gain of HK\$767 million from a loss of HK\$998 million a year ago. Despite the strong turnaround, Li declined to comment if Hutchison may spin off 3 Group's Italian arm, saying only: "We are approached for mergers and acquisitions every day." Li said the firm is not seeking a local secondary listing for the Canada-listed Husky Energy due to strong cash flow. Hutchison will invest more in the port business, with 35 berths of about HK\$1 billion each in the pipeline, managing director Canning Fok Kin-ning said. Meanwhile, Cheung Kong's 169 percent profit jump to HK\$33.26 billion - or HK\$14.36 per share - was

thanks to robust sales and a one-off gain from spinning off properties in Beijing included in the Hui Xian REIT (87001). The real estate flagship had property sales of HK\$20.43 billion in the first half, and it will maintain its investment strategy by actively buying land.

"Over the last few decades, we invested more when the market slowed down. We think we are on the right track with our strategy in today's markets too," said Li, adding that the opportunities are unlimited. The 83-year-old "superman" tycoon, denied there is any need to restructure his listed firms ahead of the more stringent accounting standard to come into effect from 2013. The standard will require Cheung Kong to include debts of Hutchison and other related entities on its balance sheet, which will likely boost debt level.

"Both Cheung Kong and Hutchison have a low gearing ratio," a confident Li said. "I don't see any chance for me to sell shares in Cheung Kong and Hutchison in the next 10 years." An interim dividend of 53 HK cents was declared. Hutchison fell 0.9 percent to HK\$90.35 while Cheung Kong dipped 0.1 percent to HK\$119.60 yesterday. The results were announced after markets closed. **Source : The Standard.hk**

## **MARITIME ARTIST CORNER**



Above seen the latest creation of **Frans Romeijnsen**, an canvas of 1.6 mtr width of the Nieuw Amsterdam seen departing from the Wilhelmina Quay in Rotterdam in yesteryears

**Painting : Frans Romeijnsen – [www.galeriemarkant.nl](http://www.galeriemarkant.nl) (c)**

## **OLDIE – FROM THE SHOEBOX**



SELCO's "[Salvanguard](#)" seen during the Iraq-Iran war in the Persian Gulf (1984). "[Salvanguard](#)" was the former US tug "[Alice L Moran](#)", build in Japan (1966). For several years she was used by United Towing under the name "[Statesman](#)" before she became "[Salvanguard](#)". In 1986 she was chartered by [Wijsmuller Salvage](#) and got the name "[Amsterdam](#)". Until the end of the Iraq-Iran war she performed salvage work for [Wijsmuller Salvage](#) in the Persian Gulf. Photo : Capt. Kees Pronk (c)

## .... PHOTO OF THE DAY ....



Russian icebreaking AHTSV [TOBOY](#) seen anchored in Murmansk  
Photo : Capt. Christian Schmidt - [AfriShore Mosselbay](#) (c)



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